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INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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with which is incorporated the
CHINA OVERLAND TRAVEL REPORT,
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12.45 p.m. to 1.15 p.m. ... Every 15 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.45 p.m. ... Every 15 minutes.

3.45 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

7.30 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 8.30 p.m. ... Every 15 minutes.

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9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

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By Order of the Board.

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A. W. WHITLOW,
Secretary. [a1583]

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Hongkong, 14th November, 1908. Hongkong. [a1565]



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Every Comfort
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A most pleasant retreat for those desirous of
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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. Non-anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Cables: A.B.C. 5th Ed. Lieber. P.O. Box, 34. Telephone No. 14.

DEATHS.

HOMER E. WADMAN, aged 48 years. Funeral will pass the Monument at 5 p.m. to-day (Wednesday). On the 4th October, at Cheltenham, Dr. HENRY LAYNG late of Swatow. Deeply regretted. [188]

HONGKONG OFFICE: 10A, DES VŒUX ROAD. LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 18TH, 1908.

The most sensational feature of the news meaning from Peking which we are enabled to publish to-day is the rumour that Prince Tuan was banished to Manchuria for life a few years ago has assembled troops and is now marching on Peking with a view to dispute the succession. This rumour which reaches us via Canton, must have come by telegram from the North. It is at present unconfirmed from any other source, but that trouble is feared over the succession seems to be indicated by the orders to mass the troops near the capital. What force Prince Tuan is able to command in Manchuria is not clear, and it is, to say the least, extremely doubtful if the exiled Prince would secure much public support, should he return from banishment to claim the Throne for his son who was proclaimed Heir Apparent in 1898 and deposed two years later. Meanwhile it is of interest to note that there appears to be no truth in the rumour that H. E. YUAN SHIH KAI has obtained "sick leave." Telegrams from Peking represent him as being at the Imperial Palace together with Prince CHING and H. E. CHANG CHIH TUNG. With these the three most influential men in China—surrounding the new Emperor and Prince, the enterprise with which Prince

TUAN is credited would be doomed to swift disappointment.

Turning now from these apprehensions to the interesting series of Edicts which have been published during the last few days, it is of especial interest to note in the last Edict of the Emperor KWANG HSU the quiet assertion of his conviction that reform is necessary to the Empire's salvation, and that the schemes of reform which have been announced by Imperial Edicts are the outcome of his reasoning with the late EMPRESS-DOWAGER. His Majesty's dying wish was that the Empire may move steadily along the path of reform and that the people will be found ready for Constitutional Government at the time appointed for the great change. May we not infer from this that mentally at least the late Emperor was not the decadent that he was commonly assumed to have been? This death-bed confession seems to bear out the opinion formed by Miss CARR, who had most exceptional opportunities of studying him, namely, that he was shrewd and intelligent, well informed by wide reading, and a man who lacked not strength if he had wished to exert it. In Western eyes his great failing has been that he has not asserted himself; while in China this is accounted the highest of virtues. So enlightened a man as CHANG CHIH TUNG wrote of this expression of filial piety: "Who does not admire the filial reverence and piety with which he waits upon his august mother? Setting a brilliant example to all, he inquires early and late after her well being and watches over her meals in person. Let us now add a new ode extolling to the skies our Emperor's fidelity to his Imperial Mother." It is difficult for Europeans to understand that this filial reverence can be carried to the extent of such self-repression as we are asked to believe the late Emperor to have practised. Yet in this Edict issued from the death-bed of the Emperor is revealed the fact that he had not wavered in his belief in reform since his virtual suppression by the EMPRESS-DOWAGER. Though her ideas were paramount in sight of the public we may read between the lines of this valedictory Edict that in the privacy of the Palace the Emperor continued by patient discussion to educate his august mother up to the point of adopting the entire programme of reform, the enunciation of which ten years ago led to his virtual deposition as a dangerous lunatic. To the very last he was a Reformer, for his final command was that the Court should go into mourning for three years!

The German cruiser *Arcona* arrived here yesterday afternoon and saluted the Port.

Mr. Arthur Chapman publishes a few corrections in supplement No. 4 of the Street Index.

At the Magistracy yesterday Mr. J. H. Kemp sentenced a native to two months' imprisonment with hard labour for stealing five pounds of brass from the Naval Yard.

A native who was charged before Mr. J. H. Wood at the Magistracy yesterday with stealing a quantity of clothing from the s.s. *Paul Beau* was sentenced to two weeks' imprisonment.

German miners have discovered a gold mine at Hai Ning in Shantung, and have asked China to permit them to operate it in conjunction with Chinese capitalists. The Wai Wai-pu has firmly refused the application.

A commencement has been made with the works in connection with the Admiralty dock one of the workshops having started. It will be probably a year before the pumping installation is completed.

A batch of 40 deportees arrived from Singapore by the s.s. *Hong Bee* yesterday, and have been quartered in the compound of the Central Police Station. They will be forwarded to their homes in China in due course.

A Hankow journal compliments the fair sex in that city thus: The ladies of Hankow are certainly very industrious as there is scarcely a male kind in the port, who does not proudly sport a festive waistcoat, which has been diligently worked by a pair of fair hands. Happy men of Hankow.

A northern journal is informed that no correspondent of a home paper will be permitted to visit the forthcoming Chinese army manoeuvres in the South. The Central Government excuses itself on the ground of expense. We expect that the decision means merely that no correspondent will be the guest of China. Local papers will be permitted to send representatives, as guests, to the South.

The Industrial Bank of Japan is reported to have effected a provisional contract with London and Paris under which the bank will issue £2,000,000 of loan being guaranteed by the Japanese Government. The issuing price is £27, and it bears interest at 5 per cent per annum, the principal to be redeemed within twenty-five years. Half of the loan will be issued in London and the other half in Paris. It is understood that the whole of the loan will be supplied to the Korean Government, which will utilize the money for the development of commerce and industry in the peninsula.

The South Manchuria Railway Company has engaged a German expert to assist in the general management of the line.

A. M. Thornhill, manager of the Royal Engineers' canteen, was summoned before Mr. J. R. Wood at the Magistracy yesterday for retailing liquor without a licence. Mr. Otto Kong Sing appeared for the defendant, and the hearing was adjourned until to-day.

"Impartial" is informed that our only reason for not publishing his letter is that no proof is yet furnished that in the administration of the laws of the Colony "Chinese are punished while Europeans committing a like offence get off scot free." No official announcement has yet been made on the subject. When it is we shall have no objection to inserting the letter.

We have received from the American Consul copies of telegrams from the Manila Observatory. The first dated 16th inst. states that the typhoon S.W. of Manila is filling up and that the one North of the Western Carolinas is moving N.W. Yesterday's message states there is a typhoon S.E. of Manila over or near the northern Luzon moving W. or W.N.W. The cyclone or typhoon S.W. of Guan is moving W. or W.N.W. Yesterday afternoon's telegram reported the typhoon to be North of Yap moving W.N.W.

A native was charged before Mr. J. H. Kemp at the Magistracy yesterday with breaking and entering a dwelling house at No. 9 Pottinger Street. While all the occupants were absent he forced the door, and was busily engaged in gathering together all available goods when a foki entered. The robber rushed the foki and attempted to escape, but was knocked down by the latter. Gaining the stairway, however, he rolled down, and was arrested by a luhong on the ground floor. His Worship sentenced him to six months' imprisonment with hard labour.

The large crowd of Chinese who attended at the small Police Court yesterday afternoon to listen to the Peak murder trial were subjected to a keen inspection by a witness for the prosecution. Mr. J. R. Wood, who presided, told the witness to look round the Court to see whether he could identify any of those present as participants in the fatal fight. Descending from the stand the witness went to the rear of the Court and looked long and earnestly at the spectators. Then he returned to the bar and told the Court that none of the spectators had taken part in the fight.

Messrs. Kelly and Walsh, Ltd. have issued for 1909 their well-known annual Imperial Anglo-Chinese Diary and their Imperial Anglo-Chinese Date Book for 1909. These useful requisites for every office are so well known and widely appreciated that it is unnecessary for us to say more than that they are now on sale. The unexpected death of the Emperor under the designation of the year 1909 as not the 34th and 35th years which does not materially affect the value of either the Diary or the date book.

The *Nagasaki Press* records, with regret, the death of Mr. James Bowes Caird, who has for several years been connected with Nagasaki. Deceased was the eldest surviving son of Mr. Andrew Caird, of Cathcart, near Glasgow, Scotland. After a brief residence in Gibraltar, he came to Nagasaki in 1906, and entered the employ of Messrs. Holmes, Ringier & Co. In 1904 he went to Fusan and was the first manager of the firm's branch there. Two years later, in the spring of 1906, he married the eldest daughter of Mr. J. Wilson, of the Mitsui Bishi Dockyard and Engine Works, and early the following year went to Hankow. At the latter place his health began to fail, symptoms of consumption beginning to develop, and in November 1907 he proceeded to Southern California with his wife. The change did him a considerable amount of good, and about three months ago he returned to Japan and joined the staff of Messrs. Holmes, Ringier & Co.'s office at Shimoda. He completely broke down, and all hope of recovery being abandoned, he was brought to Nagasaki to the residence of his wife's parents and there died.

THE PEAK MURDER.

The three natives charged with murdering a compatriot at the Peak on October 22nd were again before Mr. J. R. Wood at the Magistracy yesterday. The first and second defendants were represented by Mr. R. D. Atkinson (of Messrs. Deacon, Looker and Deacon).

Lit Tso was the next witness for the prosecution. He spoke to going to the Peak on October 22nd to look for a classmate. As he did not arrive at the meeting place arranged—the top tram station—at the appointed hour, witness went on towards the Peak Church. On the road below he saw six or seven men fighting with bamboo. One of the men was knocked down, and another man poked him on the chest with a bamboo pole. The fallen man called out "save life," and the others ran away. Witness did not see the fight start, but he heard some of the combatants calling out, "strike! strike!" After the fight about six men ran towards the tram station. As he could not find his classmate, witness also went back to the tram station, but did not again see the six men who had been engaged in the fight. Witness recognised the third defendant as one of the men who took part in the fight. He was the man who poked deceased in the chest. Witness was four or five yards away from the fight, and recognised the third defendant. The first defendant was not in the vicinity where the fight occurred; neither was the second. Witness did not know any of the defendants, neither did he meet any of the fighters on his way back to the station. Witness identified the third defendant among a number of other natives at the Central Police Station.

After evidence of arrest was taken the hearing was again adjourned.

THE SITUATION AT PEKING.

NEWS FROM JAPAN.

Tokyo, November 17th.

Sensational rumours of tragic occurrences at the Court of Peking are reaching Tokyo from Japanese newspaper correspondents, but in view of the promptness with which Prince Chun and his colleagues have assumed the government the Japanese Foreign Office does not anticipate any trouble.

RUMOURS OF IMPENDING TROUBLE.

Our Canton correspondent says that serious trouble is anticipated in Peking as it appears that Prince Tuan claims the Throne for his son, Pa Ch'u, who was proclaimed Heir Apparent when the late Emperor Kwang Hsu was temporarily dethroned by way of extinguishing his enthusiasm for reform. It is rumoured that Prince Tuan is marching on Peking with a large body of soldiers from Manchuria, whither he was exiled on account of the Boxer trouble.

DEATH-BED EDICTS.

A series of Edicts issued by the late Emperor and the late EMPRESS-DOWAGER were published on Sunday, and are given in our Chinese edition (the *Chung Ngai San Po*).

The first, signed by the late Emperor, states that as he had been educated and brought up by the EMPRESS-DOWAGER he had done all he could under Her Majesty's command to promote the welfare of the people. This year he had asked Her Majesty, on account of the state of the country, to take measures for the reform of the administration with a view to the education of the people, the cessation of quarrels with the Christians, to erect colleges, to promote commerce and to so revise the laws as to give to the country a Constitutional Government in order to promote the peace and happiness of the people. The Edict goes on to say that Her Majesty the EMPRESS-DOWAGER had agreed to all this. The welfare of the people had always been his heartfelt desire and in times of distress—caused, for instance, by floods—he had always desired to do what he could to alleviate the sufferings of the people. But since the arrival of Autumn his illness had become serious, and, conscious that he could not recover, he had asked the EMPRESS-DOWAGER to allow Prince Chun's son to succeed him as Emperor. The Edict describes the child as clever and says he will be able to protect the country. All officers, civil and military, are commanded to do all that is in their power to carry out the commands of the young Emperor, the welfare of the people, and His Majesty expressed the hope that his sincere desire, that the country should have Constitutional Government nine years hence, would be realised. Finally His Majesty commands that the mourning for him shall be limited, according to former custom, to 27 days.

An Edict issued in the name of the EMPRESS-DOWAGER directs certain Officers of State to make the necessary preparations for the funeral. All the Officials named are Imperial clansmen (Manchus) with the single exception of H. E. Yuan Shih Kai, who is a Chinese.

Another Edict, issued in the name of the late EMPRESS-DOWAGER, relates the fact that the Emperor, like his predecessor, was childless, and announces that the Po-yi, the son of Prince Chun, had been appointed as the successor of the Emperor Tung Chih, as well as of Kwang Hsu.

A further Edict by the late EMPRESS-DOWAGER proclaimed Prince Po-yi as Emperor, and Prince Chun as Regent during the Emperor's minority, adding that the Regent would consult with herself (the EMPRESS-DOWAGER) as to the conduct of the business of the State until the Emperor attained to full age (16 in China).

This was followed by an Edict announcing that the Emperor Kwang Hsu died at 5 p.m. on the 14th inst.

THE INFANT EMPEROR'S FIRST EDICT.

An Edict issued in the name of the infant Emperor deprecates the death of his uncle who had occupied the throne for thirty-four years, and announces that in succeeding to the Throne he will conduct the affairs of State with due regard to the proprieties and in accordance with the principles laid down by Her Majesty the EMPRESS-DOWAGER. The Edict proclaims the Emperor's love for his people and gives assurance that he will select the best Ministers in order that the business of the State may be conducted in the most satisfactory manner. Confident that throughout the length and breadth of China the people will be deeply grieved to learn of the Emperor Kwang Hsu, the Edict hopes that all civil and military officers in the Capital and in the different provinces will remain loyal to the Throne. Governors and high officials are exhorted to do all in their power to carry out the projects of reform with a view to the establishment of sound government, and the Edict adds the assurance that such strivings will rejoice His Majesty Kwang Hsu in Heaven.

THE MOURNING.

The first Edict of the new Emperor refers to the death-bed wish of the late Emperor that the mourning should be limited to 27 days, and the infant sovereign is represented as saying that he feels this period to be insufficient and it is commanded that mourning should be observed for three years, but ceremonies in the Imperial temples are to be carried on as usual.

Another Edict, dated the 15th inst., directs that Tzu Li should be known as "the great EMPRESS-DOWAGER," and that the designation "EMPRESS-DOWAGER" should belong to the bereaved EMPRESS.

A special Edict directs the responsible officials to submit a recommendation as to how the Emperor's name should be written. It would be *less majestic* to write the Emperor's name with the full characters. An abbreviated character is employed.

DOWAGER EMPRESS EXPLAINS HER ACTIONS. An Edict issued by the EMPRESS-DOWAGER herself on the 15th inst. is to the effect that she was selected to be EMPRESS by the Emperor Ham Fung. When her son Tung Chih succeeded to the throne the Taiping rebellion and revolts in other provinces distracted the country but she and Chi An (first wife of the Emperor Ham Fung), acting according to the instruction of her deceased husband, and with the assistance of the Ministers and the generals, succeeded in suppressing the rebellions. After the death of the Emperor Tung Chih, Kwang Hsu succeeded to the throne. At the time the affairs of the country were in a very parlous state. Besides disturbances within the Chinese Empire itself, outside troubles demanded attention, so that she was compelled to help the Emperor to carry on the work and at the same time to prepare for the establishment of constitutional government. This year she appointed the time when the constitution should be introduced. She was then still strong enough to look after affairs but on the arrival of summer and autumn the work became more onerous and she had no time to rest. She lost her appetite and slept very little and her strength gradually waned. Still she did not dare to have a holiday. On the 14th inst. on the day of the death of the Emperor, she became very depressed. For about fifty years she had swayed the destinies of the empire during which time she had exerted herself to the utmost in the interests of China. At present reform on constitutional lines was contemplated and the empire was gradually improving and advancing. The present Emperor was still very young. Prince Chun, the regent, and all the other officers in the capital and in different provinces should give him every assistance to protect the country and the Emperor should exert himself to improve his knowledge and help to make China a great power.

PREPARATIONS FOR THE FUNERAL. Another Edict issued in the name of the young Emperor. It states that he has been appointed Emperor by Emperor Kwang Hsu and the EMPRESS-DOWAGER. Unexpectedly on the 14th inst. the EMPRESS-DOWAGER died and on the following day at 2 p.m. the EMPRESS-DOWAGER died. He adds that he will carry out her instruction with regard to mourning and to looking after the affairs of the country and he therefore appointed ministers which include Prince Su, Luk Chen Lum (grand secretary), and others, to make the necessary preparations for the funeral.

INSTRUCTIONS TO OFFICIALS. Another edict by the young Emperor states that on account of the death of the Emperor and EMPRESS-DOWAGER the Tartar Generals, Viceroy Governors, generals, and other officials, in their office and need not apply for permission to come to the capital to pay their respects to him.

A third edict issued in his name asks the officers who look after the gates of the Forbidden City to keep strict order and not to allow people to be found there without reasonable excuse. Every place should be properly guarded and if any officer be found negligent he will be severely punished.

SUPPRESSION OF NEWS AT CANTON.

Writing on Monday our Canton correspondent says:—H. E. the Viceroy of Canton has received a cablegram from His Excellency Chang Chih Tung stating that the Palace is quiet and requesting him to reassure the people of the Kwangtung province and to arrest and punish agitators.

It is stated that on Sunday afternoon His Excellency Viceroy Chang sent deputies to the Local Press here requesting them not to publish the news concerning the Emperor's death. This step was probably taken because the Local Authorities had not received official instructions from the Central Government to announce the Emperor's death to the public. This morning all the local papers are silent concerning the death of the Emperor; they only mention that His Majesty is seriously ill.

At about 10.30 a.m. to-day another telegram reached Canton announcing the death of the EMPRESS-DOWAGER and the news has since been confirmed by the local officials.

At 10 a.m. this morning the German, Japanese and Dutch consular flags were half-masted. The English and the French consulates did not half-mast their flags until about 1 p.m.

NATIONAL MOURNING—ITS EFFECT ON TRADE. The Emperor and the EMPRESS-DOWAGER will not be officially dead until 20 days are past. When the deaths are proclaimed the Viceroy of Canton and the high officials will have to go every morning to the Emperor's Temple in the City for 40 days to perform the prescribed mourning rites.

The Emperor's death entails general mourning for 100 days. This will seriously affect trade as, according to the etiquette observed on such occasions, no silk or grandly-coloured suits can be worn and (also for the barbers!) the hair cannot be shaved. Theatres and other pleasure houses will be closed; no marriage can take place, no music will be allowed even at funerals. The loss to owners of pleasure resorts will be enormous. The Manchus and Bannermen will have to go into mourning for three years. By the way, the Chinese friends tell me that they will go to Hongkong or Macao whenever they need to have their hair shaved or "to look see sing song" during the State mourning. No doubt Hongkong and Macao will have a busy time during the State mourning days, especially as it happens to fall in the Chinese marriage season.

There will be a large invasion of this class of people from the Kwangtung provinces to Hongkong and Macao to put through their marriage ceremonies.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPANESE NAVAL REVIEW.

Tokyo, November 17th.

The naval review which was to have taken place at Kobe to-day was postponed owing to a gale.

[REUTERS' SERVICE.]

THE UNITED STATES.

London, November 16th.

Secretary Metcalf has resigned and is succeeded by Mr. Newberry.

District Attorney Heney, the prosecutor in the Municipal corruption scandals was shot during the trial of Abraham Ruef on a charge of bribery. Mr. Heney is dying. The assailant, an ex-convict has been arrested.

GERMANY.

London, November 15th.

The result of the Kaiser's interview with Prince Buelow is anxiously awaited. It is beginning to be understood that Prince Buelow's assurances for the future given to the Reichstag were made without consultation with the Kaiser, whose approval of them is doubtful. The country strongly supports Prince Buelow.

THE NEAR EASTERN QUESTION.

London, November 15th.

The Near Eastern question is slumbering pending the negotiations regarding which contradictory reports are current, but it is believed that they are progressing fairly.

A CRUELTY TEST.

Sergeant Blackman presented two natives before Mr. J. R. Wood at the Magistracy yesterday on a charge of cruelty to animals. Defendants, who pleaded not guilty, were represented by Mr. O. D. Thomson.

Sergeant Blackman gave evidence to the effect that he found the defendants catching hold of pigs, one by the ears and the other by the tail, and throwing them from a junk on to a wharf, a drop of four feet.

His Worship asked the Sergeant if he would consider it a cruel act to hold a rabbit up by the ears!

Witness did not think it would be. His Worship—How could you tell the pig was in pain?

Witness—Because it squealed. His Worship—If you touch a pig with a stick it will squeal.

Mr. Thomson remarked that if he were a pig he would much rather be caught hold of by the ears and be thrown overboard than landed in a crate.

His Worship fined the first defendant \$25, and discharged the second.

DEATH OF DR. HENRY LAYNG OF SWATOW.

Many residents along the China coast and especially the sea-faring community engaged in the coasting trade will deeply regret to learn of the death of Dr. Henry Layng of Swatow of which port he had been the Medical Officer for the long period of twenty-two years. Dr. Layng came out first to Amoy but did not remain there long. Early this year he had an attack of paralysis. Mrs. Layng, who was at home at the time, returned to Swatow, but finding his condition serious took her husband back to England. At Marseilles on the way home, he had another slight attack, from which he recovered but he had not been long at Cheltenham before he had another seizure, and this had a fatal termination on the 4th ultimo.

Dr. Layng was held in the highest esteem by all who knew him and the deepest sympathy will be felt for the widow and her four children. Dr. Layng was about 48 years of age.

GOLF.

The monthly competition against Boppy for the Standard's Barwell Cup was played at Happy Valley between November 14th and November 16th. The following cards were contested:—

SAUNDERS'S BARWELL CUP.
* Capt. Murray, rec. 9 ... one up.
A. N. Patten, rec. 12 ... all square.
E. J. Grist, rec. 3 ... all square.
C. E. H. Beavis, rec. 2 ... all square.
J. R. Boyes, rec. 14 ... one down.
M. R. Penfold, rec. 15 ... two down.
W. J. Gresson, rec. 12 ... four down.
W. O. D. Farmer, rec. 7 ... four down.
28 entries.

POOL.
† M. A. Murray, rec. 5 ... four up.
T. S. Forrest, scratch ... all square.
R. Davidson, rec. 9 ... one down.
D. W. Tristram, rec. 14 ... one down.
W. J. Gresson, rec. 12 ... four down.
A. J. Gresson, rec. 14 ... four down.
15 entries.

* Winner of Cup.
† Winner of Pool.
Two cards disqualified.

RAILWAYS IN CHINA.

The Central Government having regard to the fact that the Chinese private railways are not making any progress has ordered the Manchurian Government to construct the railways for which concession have been given: the Peking and Tientsin Railway, that if this order shall have again no effect the Central Government will within a short time itself take charge of building these railways with the help of foreign capital in a similar way as in the case of the Tientsin-Pukou Railway. This will be especially the case with regard to the Canton-Hankow and the Hankow-Chengtu Railway which the Government can, for political and strategic reasons, dispense with as little as with the Tientsin-Pukou Railway.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 4th Ed. Lieber.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

BY A GENTLEMAN, Unfurnished Room and Bathroom in good locality.

O. N.

Care of "Daily Press" Office.

Hongkong, 18th November, 1908. [1584]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on Account of the year 1908, of thirty cents per share, will be payable at the Hongkong and Shanghai Banking Corporation, on and after FRIDAY, 27th November, 1908, on Warrants to be obtained at the Company's Office.

The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on and after the same date.

The REGISTER OF SHARES will be CLOSED from TUESDAY, the 24th instant, until MONDAY, the 30th instant, both days inclusive, during which period No Transfer of Shares will be effected.

JOHN D. HUMPHREYS & SON.

Hongkong, 17th November, 1908. [1585]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

On MONDAY,

the 23rd November, 1908, at 11 a.m., at Hop Yick's Timber Yard, Kennedy Town, if not cleared previously by Consignee.

N.M. 2012 PIECES WOOD (6' by 6' by 4').

Arrived 14th December, 1907, Per S.S. "TUNGSAU" from Bangkok.

Terms—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 18th November, 1908. [1586]

FROM EUROPE.

THE H. A. L. Steamship

"SCANDIA"

Capt. von Döhrn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded under notice to the contrary to be given before To-day.

Any Cargo impeding ber discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Nov., will be subject to rest.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd Nov. at 3 p.m.

At Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 17th November, 1908. [1581]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"E. FRANZ FERDINAND,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

This Steamer brings Cargo from Trieste as "Metocovich," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

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No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst., will be subject to rest.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 16th November, 1908. [1583]

NOW READY.

THE IMPERIAL ANGLO-CHINESE DIARY, \$1.50.

THE IMPERIAL ANGLO-CHINESE DATE BLOCK, 75 CENTS.

KELLY & WALSH LD.

Hongkong, 17th November, 1908. [1578]

REMOVAL.

THE Office of Mr. P. D. THOMSON, Solicitor, has been REMOVED to No. 50, QUEEN'S ROAD CENTRAL.

Hongkong, 16th November, 1908. [1571]

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BELL, NOVEMBER 30th, 1908, and TWO PRACTICE DANCES, on WEDNESDAY, 18th and 25th November, from 5 to 7 p.m.

Scotsmen (Naval, Military, or Members of the Civil Community) desiring to Subscribe to the above are requested to forward their names to the Undersigned.

No Scotsman can attend the Dance and Practice but as a Subscriber.

DAVID WOOD, Secretary.

Hongkong, 7th November, 1908. [1599]

INTIMATIONS

HARBOR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that Information has been received from the Military Authorities that GUN PRACTICE will be carried out under—

On WEDNESDAY, the 18th November:—

From Stonecutters S.D. in a Westerly direction, at ranges up to 7,000 yards, commencing at 8.30 a.m., and finishing at 12 Noon.

On THURSDAY and MONDAY, the 19th and 23rd November:—

From Stonecutters S.D. in a Westerly direction, at ranges up to 7,000 yards, commencing at 8.30 a.m. and finishing at 12 Noon.

On TUESDAY and MONDAY, the 24th and 30th November:—

From Stonecutters S.D. in a Westerly direction, at ranges up to 8,000 yards, commencing at 10 a.m., and finishing at 12 Noon.

On TUESDAY and MONDAY, the 24th and 30th November:—

From Stonecutters S.D. in a North-Westerly direction, at ranges up to 7,000 yards, commencing at 7 p.m. and finishing at 10 p.m.

On MONDAY, the 30th November:—

From Stonecutters S.D. in a Westerly direction, at ranges up to 8,000 yards, commencing at 10 a.m., and finishing at 12 Noon.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

C. W. BECKWITH, Lieutenant, R.N., Harbour Master, &c.

Hongkong, 18th November, 1908. [1569]

JOHN D. HUMPHREYS & SON.

Hongkong, 17th November, 1908. [1585]

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Hongkong, 7th November, 1908. [1599]

ENTERTAINMENT

THEATRE ROYAL.

Under the Distinguished Patronage of

H.E. SIR F. LUGARD.

A

GRAND CONCERT

In aid of the Soldiers' and Sailors' Home (Arsenal Street).

ON

SATURDAY,

NOVEMBER 21st, at 9 P.M.

Dress Circle \$3.00

Stalls 2.00

Pit 1.00

SERVICE TICKETS HALF-PRICE.

Plan and Booking at S. MOUTRIE & Co., Chater Road.

Hongkong, 30th October, 1908. 1604

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—B.R.1

Care of "Daily Press" Office.

Hongkong, 13th November, 1906. [1371]

THE FASHIONABLE COLOUR

FOR THIS SEASON IS BROWN.

We Stock

The Latest Pattern DRESS MATERIALS in LIGHT, MEDIUM and DARK BROWN as supplied to Members of the A.D.C.

Ladies, please inspect our Stock before we are run out.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central.

Hongkong, 18th November, 1908. [581]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

C. K. HAXTON, Manager.

Hongkong 1st April, 1908. [43]

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES and LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive Prompt attention.

52A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. [401]

FOR SALE

FOR SALE.

AS a going concern, a Large DRESS-MAKING and MILLINERY ESTABLISHMENT, situated in the most central part of the town, together with the unexpired portion of the lease of the premises.

For Particulars apply to—"A"

Care of "Daily Press" Office.

Hongkong, 14th November, 1908. [1567]

FOR SALE

FOR SALE.

THREE GOOD BUTTERFLY CABINETS.

For particulars address—"ENTOMOLOGIST."

Care of "Daily Press" Office.

Hongkong, 9th November, 1908. [1541]

CHINA EXPRESS CO.

3, DUNDRELL STREET.

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOMEZ-ARRECHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS.

Hongkong, 5th August, 1908. 1050

TO LET

TO LET.

NOS. 17 and 21, SEYMOUR ROAD.

Apply to—COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 31st July, 1908. 83

TO LET

TO LET.

FROM 1st DECEMBER, 1908, "FUNG SHUI" 121, PLANTATION ROAD, THE PEAK.

This House which is admirably situated and within easy distance of the tram, is fully furnished, and contains Drawing and Dining Rooms, Three Large and One Small Bedrooms, Dressing and Bath Rooms, Pantry, Kitchen and Laundry, Servants' Quarters, Poultry House, Large Vegetable Garden (planted with English seeds), Flower Garden and Lawn.

For further particulars apply to—JOHN SON, STOKES & MASTER, Solicitors.

8, Des Vaux Road Central.

Hongkong, 6th November, 1908. 1536

TO LET

TO LET.

ROOMS in HOTEL MANSIONS, suitable for Office or Chambers.

Apply to—HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 11th November, 1908. 1550

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COAL YARD. Immediate Possession. A PORTION OF THE COMPOUND of Marine Lot No. 42, Wanhsai, Praya East.

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Hongkong, 23rd July, 1908. 1342

TO LET

TO LET.

GODOWN, No. 97, PRAYA EAST.

Apply to—CHATER & MODY, Victoria Buildings.

Hongkong, 19th October, 1908. 1452

TO LET

TO LET.

A HOUSE in KNITSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st November, 1908. 85

TO LET

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OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central, formerly occupied by Messrs. SHAW & CO.

Apply to—THE COMPRADEORE DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central.

Hongkong, 10th June, 1908. 947

TO LET

TO LET.

NO. 52, CAINE ROAD.

Apply to—SAM WANG CO. LTD., 81, Queen's Road Central.

Hongkong, 30th September, 1908. [90]

TO LET

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A BERTHOLWYN, Peak Road, from 1st March next. Excellently furnished. Hot and Cold Water laid on. Tennis Court and Swimming Bath.

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Hongkong, 5th October, 1908. 1372

"COME DOWN TO DEVONSHIRE,"

THREE HOURS OF MERRIMENT.

YOU DO MAKE OI LAUGH!

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DECEMBER 2, 3, 4, 5, 7, 8.

Plan at ROBINSON PIANO Co.

Open 25th November, at 10 A.M.

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AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 5th September, 1902. 114

NATIONAL GENERAL INSURANCE COMPANY, LTD., OF LONDON.

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Hongkong, 14th November, 1902. 1566

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CARLOWITZ & Co. Agents.

Hongkong, 13th August 1902. 23

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1907 £18,114,624.

I. Authorized Capital, £3,000,000
Subscribed Capital, 2,750,000
Paid-up Capital, 587,500 0 0
II. Fire Funds, 5,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1902. 1019

NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

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Hongkong, 11th November, 1902. 1548

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IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Station). Telephone No. 515.

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THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF BRECKNOCK AND HAS BEEN SOLD SINCE 1851

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AGENTS: YOKOHAMA: M. ASADA, Etc. CHINKIANG: Messrs. GUARING & Co. MANILA: Messrs. MACDONALD & Co. For Particulars apply to H. OISHI, Manager, No. 2 Paddar Street, Hongkong, Hongkong, 7th August, 1902. 718

DAVID COBSAR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAK RELIANCE CROWN TARTANING ARNOLD KARRER & CO. Sole Agents.

CHANGING CHINA.

Some observers of Chinese affairs (romantic the Times) even those possessing a long and intimate acquaintance with the country and its people, are apt to survey the passage of events in rather a narrow spirit, and to allow this tendency to warp their views regarding the future. Much stress is often laid on the temporary incidents of the day, while the great and permanent forces at work are ignored or treated with insufficient consideration. Sir Robert Hart's attitude to the problem of China is very different. There is probably no man living who has a greater knowledge of the Empire, more especially of the inner working of the system of administration, and of the weaknesses and defects by which it is characterized at present. But he does not allow a mass of detail to obscure his vision over the situation and to prevent his forming a broad and comprehensive judgment regarding the trend of events. As his past declarations have shown, Sir Robert Hart is optimistic regarding the future of China. He is confident that a great destiny lies before her people. A Belfast he declared that the development of the Empire, if slow, would be steady. That China will go forward seems almost assured when regard is had to the great resources of the country, to the vastness of the population, to the character of the people, and to the powerful influences now brought to bear upon them. Few who know the Chinese would dare to assert that they are a decadent race. On the contrary, they are credited with much latent vigour and capacity, and there is a general recognition that their present peak and backward state is to be attributed to the circumstances of their past history, and especially to their long isolation from the outside world. Sir Robert Hart draws attention to the remarkable changes which have taken place in the last few decades. Many foreigners are apt to regard from the point of view of their own convenience the thousands of ships that enter Chinese ports, the river steamers that pass for hundreds of miles along the waterways of the Empire, the new railways laid across great inland provinces, the telegraph-lines and post-offices that have become a common feature of the country. Few, perhaps, fully consider the tremendous effect which these developments must exercise, and are exercising on the mind and spirit of the Chinese race. Not long ago the only way of getting from the capital to the Yangtze Valley, was a long and weary journey by native cart. To-day the train takes passengers from Peking to Hankow in thirty-six hours, and before long this great line will be extended to Canton in the south. The rapid extension of communications helps to promote the awakening of the Chinese mind. The native barriers are being weakened, while the sentiment of national solidarity and pride is growing fast. In some directions the prospect of a reorganised and vigorous Chinese Empire has called forth apprehension and foreboding. The spectre of the Yellow Peril has been conjured up by some who had hoped to reap advantage from Chinese decay. To some extent the Chinese of Europe to avenge the wrongs of their race, has been encouraged by some words used by Sir Robert Hart in 1900. But he has since stated that he has been misunderstood, and he now seems to consider that the advance of the Chinese people will be most marked in the manufacturing and commercial spheres. Though the standards of Chinese conquerors were once carried far and wide across Asia, the race has shown itself for centuries eminently pacific in aim and activity. To-day it is true, there are signs of the growth of a military spirit. The most vigorous officials are employed in training and arming troops on modern lines, drill is actively taught in the new schools, and military ideals are inculcated in text-books and in the Press. Taught by a long course of bitter experience, the nation is anxious to fit itself to preserve its rights and interests. But there is no need to assume that this movement will develop an aggressive side. The race is more likely to find scope for its energies and to seek for its development on peaceful lines. The Chinese are already famous as shrewd and reliable traders, and with their intelligence, common sense, and great skill in handicrafts, they seem likely to advance rapidly in manufacturing power. No doubt they will endeavour in the future to exploit their own wants, and capture as much of the foreign trade of the Empire as possible. Such tendencies are already visible, and they seem bound to develop rapidly. But when it is remembered that similar movements in Japan have served to swell the volume of imports into the country, there seems every reason to hope that the development of the industrial and commercial aptitudes of the Chinese will open the market for foreign goods among the teeming millions of the Empire. English manufacturers and merchants must spare no effort to make the best of the rich openings lying before them.

TIPPING ON BOARD SHIP.

The President of the British Stewards and Cooks' Association writes to the Press:—This tipping of stewards has been very much before the public of late, but the public know very little of the life at sea amongst stewards. To begin with, these men are signed on Board of Trade articles of agreement to proceed on voyages across the Atlantic at terribly small wages—£3 per month, find their own uniform which cost from £2 to £3, have plenty of white drill suits, good clean linen, boots, collar, &c. They have to look quick and smart at all times, and work 15 to 20 hours per day for this large salary—£25 per day. Surely it is scarcely to be wondered at if now and again a steward worries a passenger for a tip that he has possibly worked hard for during the passage across. If these men were paid a living wage—say, £4 per month, and £3 a year for uniforms, they would then not have to cling to passengers for tips (which in my opinion, takes away the manliness of any Briton who has to scowl to passengers for a gratification part of his salary). Besides all uniforms they have to provide, they have also to pay for all lost ship's linen and table silver, which often enough is destroyed and carried away as souvenirs by passengers themselves, not knowing that the stewards have to pay for them out of their small wages and tips (if they received any). I have much pleasure in recommending that passengers' tickets should remain the holders that independent of tips, stewards have to pay for all lost linen and silver, and the following rate of wages would be a recognised reform:—All beginners (apprentice stewards), the first 12 months, £4 per month; second year, £5 per month; third year, £5; fourth year, £4 per month;—he should not rate as a steward without four full years' service. Such men as chief and second saloon stewards, say, £6 and £5, respectively; all the rest at above rates; bottom stewards, the same rates. Barkeepers, storekeepers, cabin, and library stewards, &c., are mostly all chosen, well-trained, and trusted men who should at least have trusted salaries. All the twaddle about stewards and their suburban villas and other things must have been in the other world. I find, as a life long cook and steward, that many hundreds of the members of our association of British stewards have been

unable to pay up their small yearly subscription of the 10s. per year this last year because of passengers' stinginess. British Stewards and cooks are a fine and large body of men, the majority married and keeping respectable homes. They should either have wages or decent tips as men, not children.

THE TRAVELLERS CLUB.

"We will lunch in the bathroom," said Captain T. M. Langton, the secretary of the Club, and when I started he laughed. "We do not use it as a bathroom now," he explained as he led the way to it, and when we were seated round the table he moved a cushioned seat on which he sat and showed me the bath underneath it, a bath of onyx with gilt bronze taps (each tap with six turquoise in it), silver chased ornaments, all of exquisite design. The room itself was a great room, with a high ceiling. Rare marbles on the hearth and mantelpiece, marbles of different colours, onyx and rare Venetian cornices on the walls, and charming little looking-glasses with rose marble pillars. The door was of massive oak, with Moorish incrustations and gilt handles. The chimney was of onyx, and on either side of it were two great marble lions. The room looked like a room out of the Arabian Nights, and I should not have been at all surprised if Haroun al Raschid had popped out of the bath tub when the seat was moved. And in one way we were lunching in fairyland—the fairland of luxury. For the Travellers' Club in the Champs Elysees in Paris now owns the palace which the famous Marquise de Palva built for herself after the death of Henri Herz, the millionaire. The story of her building it is pretty. One day she sat upon a bench in the Champs Elysees abandoned and poor. A man—Henri Herz—came and sat next to her, and they began to talk. Years afterwards, when she was rich and powerful, Mme. de Palva bought the piece of land on which her fortunes had begun to prosper, and built a palace on it. She was a curious woman. In spite of her reputation, she had an immense circle of friends, among whom were M. Thiers, Armand Houssaye, Thiepville Gautier, Paul de Saint Victor, and many other well-known men of art and letters. She had lived in many corners of the world, and during the Second Empire the Marquise, who had married the Count Henckel von Donnersmarck, received all Paris, and became a near relation of Prince Bismarck. In this connection an amusing story is told of Napoleon III.'s diplomacy. At the Opera one evening the Countess Henckel von Donnersmarck occupied a large box opposite that of the Emperor and Empress. The Empress had forgotten her fan. One of her suite offered to go and fetch it, and the Emperor, laughing said, "Bring us a pretty fan as that of Mme. de Palva opposite." The young man knew Mme. de Palva opposite. The young man knew her, and he went round to her box. The Countess asked him to beg the Empress to accept her fan. When he returned with the Empress, furiously angry at what she considered an insult, would have broken it across her knee, but, knowing the pride of her opposite neighbour (and Napoleon III. of her opposite neighbour) he made the Empress keep it in her hand. But as soon as she could do so the Empress Eugene left the Opera, leaving the fan behind her. It would take a book, and books have been written, to describe the artistic glories of the Travellers' Club. The ceilings are painted by Baudry and Thirion. There are splendid pictures on the walls, the woodwork is magnificent, and every chimney-piece is a masterpiece. The great building is a work of art in marble. In the dining-room the chimney-piece was sculpted by Dubou, and the chimney-piece was the ceiling too. But perhaps the most wonderful thing in the house is the great onyx staircase, with its great marble statues of Virgil, Dante, and Petrarch by Ambroise Cugnot and Baryes. And now this palace where the Marquise entertained all Paris has become a club where Englishmen and Frenchmen meet, men of all other nationalities. The members' list is like an extract from the Annuaire de la Geste and Debrett. Among the members are such names as H. H. Asa Khan, the Duke of Argyll, John Jacob Astor, Prince Alexander Bariatinsky, Don Jaime de Bourbon, and very many others. But it is not only by reason of its aristocratic membership that the club is remarkable or by the wonders of the building, which is now the last word of modern comfort. The Travellers' Club is remarkable in that it is teaching club life as we understand it to Parisians and in so doing is doing much for the Entente Cordiale. Frenchmen know little of club life. A stranger never penetrates into the rooms of the Elysium or the Jockey, and when a member enters a room in which he does not know all who are present the formality of introducing is a necessity. At the Travellers' Club, I need hardly say, such a state of things would be unheard of. The club is English in every way, and the Frenchmen who go there delight in the fact. On the day that I lunched there I heard one of them who was leaving remark: "Ah, well, now I must go back to Paris." He spoke exactly as though he were on his way from Pall Mall to Grosvenor Cross. JOHN N. RAPHAEL in the Pall Mall Gazette.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 17th at 11.55 a.m.—The depression over S. Luzon appears to be filling up. The barometer has fallen in Japan owing to a depression which is moving Eastwards over the N.E. part of the Sea of Japan. Pressure is high over China to the North of the Yangtze.

Strong monsoon may be expected in the Pacific Ocean, and strong N. and N.E. winds to prevail over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood. N. to N.E. winds, fresh; fine; N.E. winds, strong.
Formosa Channel. Same as No. 1.
South coast of China between Hongkong and Lamecks. Same as No. 1.
South coast of China between Hongkong and Hainan. Same as No. 1.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. Empress of Japan left Yokohama on the 16th inst. for Victoria and Vancouver.
The C.P.R. str. Empress of India left Hongkong on the 17th ult. and arrived at Yokohama on the 26th ult. arrived at Yokohama on Sunday the 15th inst., thus making a transit of 24 days from Hongkong and 20 days from Yokohama.
The str. Kumei left Moji on the 17th inst. for Hongkong.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamaute, Let Chamaute and Special Skin Tonic and Poudre Chamaute will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd. Sole Agents. 622

For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against Infection.

Perfect Personal Cleanliness.

Freedom from Skin Irritation.

Calvert's 20% Carbolic Soap.
Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Calvert's Carbolic Toilet Soap.
You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap.
It is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need? Each suits the climate.

1498

"BILLIARDS"

OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE making it for playing purposes as good as new. (Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS THOROUGHLY SEASONED.

CRYSTAL AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Offices of this paper.

JOHN ROBERTS & CO., LD.
BILLIARD TABLE MAKERS AND IVORY TURNERS, BOMBAY.

Hongkong, 6th April, 1904.

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BOVRIL

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Always have BOVRIL handy.

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SHACKELL'S "SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.
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SHACKELL EDWARDS & CO., LTD.
PRINTING INK MAKERS.
ESTABLISHED 1784.

HEAD OFFICE: 5, RED LION PASSAGE, FLEET STREET, LONDON, E.C. 4.
Hongkong, 16th October, 1907. 738

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25, DES VEAUX ROAD, CENTRAL.

JUST LANDED.
A LARGE ASSORTMENT OF KODAK FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.
Hongkong, 10th September, 1902. 81

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Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
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BY popular English Manufacturers in all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .550. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co. 1445.

Hongkong, 26th October, 1905.

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. WITH CHAMBER for 8 CARTRIDGES. RANGE SHOTS 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. 42

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm. WITH CHAMBER for 10 CARTRIDGES. FIRING 10 SHOTS in 2 SECONDS. CARLOWITZ & Co. Agents. Hongkong, 13th March, 1907. 535

SHIPPING.

ARRIVALS.

ARCONA, German cruiser, 2719, Von Hippel, 17th Nov.—Amoy—16th Nov.
 CHENAN, British str., 17th Nov.—Canton.
 CHONGSHING, British str., 1256, Liddell, 17th Nov.—Wahaiwei—11th Nov., General—Jardine, Matheson & Co.
 FRI, Norwegian str., 860, C. Wagle, 17th Nov.—Manila—13th November, Ballast—Angard Thorsen & Co.
 FRUITUP, Norwegian str., 891, Anderson, 17th Nov.—Kwangyoo 14th Nov., Limestone—Angard Thorsen & Co.
 HAITAN, British str., 1180, J.S. Bouch, 17th Nov.—Swatow 16th November, General—Douglas, Lupton & Co.
 HANOT, French str., 739, O. Davin, 17th Nov.—Haiphong and K.C. Wan 15th November, General—A.R. Murty.
 HONCHER, British str., 2056, J. Home, 17th Nov.—Singapore 10th Nov., General—Chimso.
 KLEIST, German str., 5722, R. Meyer, 17th November—Yokohama 7th Nov., General—Melchers & Co.
 KWANGYOO, Chinese str., 1468, R. Lincoln, 17th Nov.—Shanghai 14th Nov., General—Jardine, Matheson & Co.
 LEONOR, British str., 1092, S. J. Payne, 17th Nov.—Manila 13th Nov., General—Jardine, Matheson & Co.
 LENNOX, British str., 2361, F. M. Nair, 16th November—Shanghai 13th Nov., General—C.P.R.
 SCANDIA, German str., 2855, W. V. Dahzen, 17th Nov.—Hamburg 1st Oct., General—Hamburg-Amerika Linie.
 SENEAGAMA, German str., 3780, H. Eekhorn, 17th Nov.—Shanghai 14th Nov., General—Hamburg-Amerika Linie.
 TUNGSHING, British str., 176, W. Stalker, 17th Nov.—Wulu 13th November, Rice—Jardine, Matheson & Co.
 ZARFIO, British str., 1619, R. Rodger, 17th Nov.—Manila 14th November, General—Sheehan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

17th November.
 Kleist, German str., for Europe.
 Sijon, British str., for Hoihow.

DEPARTURES.

17th November.
 ALDENHAM, British str., for Moji.
 BENLOMOND, German str., for Nagaasaki.
 DEWONPORT, British str., for Bangkok.
 HATIAN, British str., for Shanghai.
 HATIAN, British str., for Canton.
 HATIAN, British str., for Swatow.
 HATIAN, British str., for Canton.
 JOHNS MARU, British str., for Swatow.
 KERSBUR, British str., for Singapore.
 KERSBUR, German str., for Bangkok.
 THAN, British str., for Manila.
 WOSANG, British str., for Shanghai.

SHIPPING REPORTS.

The German str. Scandia reports: Hard N.E. monsoon and very high sea.
 The British str. Zafrio reports: Strong N.E. wind and heavy squalls, rough sea.
 The British str. Honcher reports: Experienced very strong N.E. monsoon from South of Parnos vessel shipping heavy seas.

VESSELS IN DOCK.

November 17th.
 ABERDEEN DOCK.—Amara.
 KOWLOON DOCK.—H.M.S. Whiting, Aquila, Usher, Cornfield, Changsha, Bani, Tak, Sui An, Suerte.
 COSMOPOLITAN DOCK.—Triton.

VESSELS PASSED ANJER.

Oct. 22, British str. River Edith, Bryce, Oct. 25, from Newcastle for Singapore.
 Oct. 22, Dutch str. Plover, Potjawidj, Sept. 7, from Amsterdam for Batavia.
 Oct. 22, British str. Islander, Wright, Oct. 21, from Singapore for Christmas Island.
 Oct. 24, Nor. barque Atlantica, Reinertsen, from Soemba.
 Oct. 25, German ship Mabel, Rickmers, Molschulte, from Bangkok for Bremerhaven.
 Oct. 27, British str. Islander, Wright, Oct. 26, from Christmas Island for Singapore.
 Oct. 29, British str. Leertes, Baker, Oct. 29, from Batavia for Liverpool.
 Oct. 29, Dutch str. Leertes, Baker, Oct. 29, from Batavia for Rotterdam.
 Oct. 30, Dutch str. Leertes, Baker, Oct. 29, from Batavia for Rotterdam.
 Oct. 30, British str. Forest Dale, from East.
 Oct. 30, German str. Berodan, Saegert, from Australia for Batavia.
 Nov. 1, Dutch str. Leertes, Baker, Sept. 25, from Liverpool for Batavia.
 Nov. 1, Nor. barque Bonanza, Tellefsen, Oct. 31, from Batavia for Penang.
 Nov. 3, British str. Rajpat, Morgan, from Colombo for Soerabaya.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"E. FRANZ FERDINAND,"
 Captain Nische, will leave for the above place TO-DAY, the 18th inst., at 11 a.m.
 This steamer has special accommodation for passengers, electric light, carries a doctor and stewardess.
 For Freight or Passage, apply to
 SANDER, WIELER & CO.,
 Agents,
 Prince's Building,
 Hongkong, 11th November, 1908.

FOR SINGAPORE, PENANG AND CALUTTA.

THE Steamship

"CATHERINE APCAR,"
 Captain W.D. A. Thomas, will be despatched for the above Ports TO-MORROW, the 18th inst., at Noon, instead of as previously advertised.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
 Agents,
 Hongkong, 16th November, 1908.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HAVRE & ANTWERP	GLENTURRET	Brit. str.	—	E. Webster	McGREGOR BROS. & GOW	On 21st inst.
LONDON &c. VIA STRAITS PORTS OF CALL	OGIANA	Brit. str.	—	T. H. Hild, R.M.S.	P. & O. S. N. Co.	On 23rd inst., at Noon
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—	A. G. Cubitt, R.M.S.	SHEWAN, TOMES & CO.	About 30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	A. G. Cubitt, R.M.S.	P. & O. S. N. Co.	On 2nd Dec.
HAVRE & HAMBURG VIA STRAITS, &c.	SENIGAMIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	To-day.
HAVRE, BREMEN & HAMBURG, &c.	SEGOWIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 8th Dec.
HAVRE, ROTTERDAM & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	V. Depra	HAMBURG-AMERICA LINE	On 22nd Dec.
MARSEILLES, HAVRE & BALIC PORTS.	CANTON	Dan. str.	—	Lancelin	MELCHERS & CO.	On 20th inst.
MARSEILLES, &c. VIA PORTS OF CALL	TOURANE	Fr. str.	—	N. Ohno	MELCHERS & CO.	On 24th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	SITONIA	Ger. str.	k. w.	Bremer	HAMBURG-AMERICA LINE	On 4th Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BARAKA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 9th Dec., at D'light
MARSEILLES, HAVRE & COPENHAGEN	SIAM	Dan. str.	—	Bud. Meyer	MELCHERS & CO.	End of December.
NAIPLES, GENOA, ALOPES GIBRALTAR &c.	KLIEIST	Ger. str.	—	Eug. Burgelin	MELCHERS & CO.	To-day, at Noon.
TELESTE &c. VIA SINGAPORE, &c.	CHAMPA	Aus. str.	—	Burgelin	MELCHERS & CO.	On 23rd inst., p.m.
NEW YORK	BRAMAR	Am. str.	—	McDougall	SHEWAN, TOMES & CO.	About 21st inst.
BOSTON & NEW YORK	WRAY CASTLE	Brit. str.	—	McDougall	DODWELL & CO., LTD.	About 1st Dec.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TUDOR PRINCE	Am. str.	—	McDougall	ARNHOLD, KARBURG & CO.	About 12th Dec.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	W. Shotton	CANADIAN PACIFIC R. CO.	On 23rd inst., at 4 p.m.
VICTORIA, B.C. & TACOMA VIA JAPAN.	MONTREAL	Brit. str.	1 m.	S. Ishikawa	CANADIAN PACIFIC R. CO.	On 9th Dec., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SUEBICO	Brit. str.	—	G. W. Laidrair	DODWELL & CO., LTD.	On 19th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	ITO MARU	Jap. str.	—	G. S. Eddy	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	KAGA MARU	Jap. str.	—	T. Sakine	NIPPON YUSEN KAISHA	On 8th Dec., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Laidrair	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAMATO MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th Dec., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANITO	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 24th Dec., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 25th inst., at D'light
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	P. NALIN	JARDINE, MATHESON & CO., LD.	On 26th inst.
CHINGWANGTAO, JAPAN, AMERICA, &c.	CORSE	Fre. str.	—	Y. McClymont-Liddell	MELCHERS & CO.	On 20th inst., at Noon.
TIEN-TSIN VIA CHERFOO	CHONGSHING	Brit. str.	—	S. Wilhelm	SANDE, WIELER & CO.	About 18th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GORPEN	Ger. str.	—	Nitsche	HAMBURG-AMERICA LINE	To-day, a.m.
SHANGHAI, YOKOHAMA & KOBE	E. F. FERDINAND	Aus. str.	—	T. Suruga	OSAKA SENGO KAISHA	To-morrow, at Daylight
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SOEMDIA	Ger. str.	k. w.	E. Sandback	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
SHANGHAI VIA SWATOW	CHOSHIN MARU	Jap. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 21st inst., at Noon.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	CHANGSHANG	Brit. str.	—	Robertson	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SHAOHONG	Brit. str.	1 m.	C. W. Watkins, R.M.S.	P. & O. S. N. Co.	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	SICILIA	Brit. str.	—	Boyer	MELCHERS & CO.	On 23rd inst., p.m.
SHANGHAI, KOBE & YOKOHAMA	DUMBERA	Fre. str.	—	T. Mocker	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI & KOBE	TAKASAKI MARU	Jap. str.	—	W. Hayward, R.M.S.	P. & O. S. N. Co.	About 26th inst.
SHANGHAI	DEVANHA	Brit. str.	—	Pand. r.	MELCHERS & CO.	On 29th inst.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	A. Somerville	HAMBURG-AMERICA LINE	On 5th Dec.
SHANGHAI, YOKOHAMA & KOBE	ISTRIA	Ger. str.	k. w.	E. Rolfe	JAYA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	TIPANAS	Dut. str.	—	de Bronzovs	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
NINGPO & SHANGHAI	CHRYAN	Brit. str.	1 m.	Mathias	OSAKA SENGO KAISHA	On 22nd inst., at 9 a.m.
TAMUI VIA SWATOW & AMOY	DAIEN MARU	Brit. str.	—	Kosch	JAYA-CHINA-JAPAN LINE	Quick despatch.
AMOI	TIKHAH	Dut. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
AMOI, MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	Passmore	DOUGLAS LAFRAIK & CO.	To-day, at Noon.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	Jameson	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SWATOW, WEI-HAI-WEI, CHERFOO & TIEN-TSIN	KERICKOW	Brit. str.	1 m.	E. J. Payne	DOUGLAS LAFRAIK & CO.	On 20th inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAICHONG	Brit. str.	2 h.	R. Rodger	BUTTERFIELD & SWIRE	To-morrow, at 8 a.m.
PAKHOI & HAIPHONG	SINGAN	Brit. str.	1 m.	A. Somerville	JARDINE, MATHESON & CO., LD.	On 20th inst., at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	E. Rolfe	SHEWAN, TOMES & CO.	On 21st inst., at Noon.
MANILA	ZAFIRO	Brit. str.	—	F. Sembil	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
MANILA	TAMING	Brit. str.	1 m.	T. Arakawa	JARDINE, MATHESON & CO., LD.	On 27th inst., at 4 p.m.
MANILA	YUENANG	Brit. str.	—	W. D. A. Thomas	SHEWAN, TOMES & CO.	On 28th inst., at Noon.
KUDDAT	BORNEO	Ger. str.	—	J. Robinson	MELCHERS & CO.	End of December.
ROMBAY VIA SINGAPORE & COLOMBO	KAGASHIMA MARU	Jap. str.	—	P. J. van Emmenick	NIPPON YUSEN KAISHA	On 21st inst.
SINGAPORE, PENANG & CALCUTTA	CATERIZKE APCAR	Brit. str.	—		DAVID BASCOM & CO., LTD.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	FOOSANG	Brit. str.	—		JARDINE, MATHESON & CO., LD.	On 27th inst., at 1 p.m.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th inst., at 4 p.m.
BATAVIA, CHERIBON, SAMARANG, &c.	TUTILATAP	Dut. str.	—		JAYA-CHINA-JAPAN LINE	Quick despatch.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, SINGAPORE, and YOKOHAMA.	DEVANHA	On 22nd Nov.	Freight and Passage.
SHANGHAI	DEVANHA	About 26th Nov.	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	DEVANHA	Nov.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and YOKOHAMA.	SOMALI	On 2nd Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWITT
Superintendent.

Hongkong, 13th November, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"CHENAN"	On 18th Nov., 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO, TIENTSIN	"SINGAN"	On 19th Nov., 8 A.M.
AMOI, MANILA, CEBU and ILOILO	"KUEICHOW"	On 19th Nov., 4 P.M.
SHANGHAI and SOERABAYA	"KAIPOH"	On 20th Nov., Noon.
SHANGHAI	"SHANTUNG"	On 20th Nov., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, YDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 23rd Nov., 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.	"TAMING"	On 24th Nov., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCTION SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 13th November, 1908.BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Thursday, 19th Nov., Noon.
TIENTSIN via CHEFOO	"CHONGHING"	Friday, 20th Nov., Noon.
MANILA	"LOONGSANG"	Friday, 20th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NAMRANG"	Saturday, 21st Nov., Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 27th Nov., 1 P.M.
MANILA	"YUENSANG"	Friday, 27th Nov., 4 P.M.

RETURN TOURS TO JAPAN.

Occurring 24 DAYS.

The steamer "KUEICHOW," "NAMRANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to: JARDINE, MATHESON & Co., LTD.,
Hongkong, 18th November, 1908.

GENERAL MANAGERS.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW	"CHOSHUN MARU"	THURSDAY, 19th Nov.
AMOI & FOCHOW	"DALIN MARU"	SUNDAY, 22nd Nov.
TAMBU via SWATOW	"DALIN MARU"	SUNDAY, 22nd Nov.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 17th November, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAYRE & HAMBURG:
S.S. SCANDIA ... 18th Nov.	S.S. SENEAGAMBIA ... 18th Nov.
S.S. ISTRIA ... 5th Dec.	FOR MARSEILLES, HAYRE & HAMBURG:
S.S. BARCELONA ... 17th Dec.	S.S. SITHONIA ... 4th Dec.
S.S. ANDALUSIA ... 27th Dec.	FOR HAYRE, BREMEN & HAMBURG:
S.S. SAXONIA ... 9th Jan. 09	S.S. SEGOVIA ... 8th Dec.
	FOR HAYRE, ROTTERDAM & HAMBURG:
	S.S. SCANDIA ... 23rd Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th November, 1908.

Hongkong Office.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chioantao, (Peking, Tientsin), Kobe, Yokohama, GAOA to HONGKONG in 30 DAYS.

NAIPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland
Passengers to Overland and Europe } via Vancouver
YOKOHAMA to VANCOUVER 13 DAYS
YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

= CORSE ... 28th Nov. AMIRAL MAISON ... 4th March 09
= AMIRAL DUPRE ... 11th Jan. 09

= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 12th November, 1908.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA.	KANAGAWA MARU Capt. N. Ohno Tons 6169	WEDNESDAY, 25th Nov., at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, YDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	HAKATA MARU Capt. T. Murai Tons 6161	WEDNESDAY, 9th Dec., at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, YDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	KAGA MARU Capt. S. Ishikawa Tons 6320	TUESDAY, 24th Nov., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, YDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	KAWATA MARU Capt. G. S. Laurik Tons 6391	TUESDAY, 8th Dec., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, YDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	NIKKO MARU Capt. A. E. Moses Tons 5393	FRIDAY, 27th Nov., at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, YDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	KAGESHIMA MARU Capt. T. Arakawa Tons 4387	THURSDAY, 24th Dec., at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, YDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	NIKKO MARU Capt. A. E. Moses Tons 5393	SATURDAY, 21st Nov., at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, YDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	TAKASAKI MARU Capt. A. Mosker Tons 4370	WEDNESDAY, 25th Nov., at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, YDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	BINGO MARU Capt. A. Christensen Tons 6247	THURSDAY, 26th Nov., at Daylight

• Omitting Yokohama.

• Fitted with Marconi's System of Wireless Telegraphy.

• Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Colston Road.

T. KUSUMOTO,

Hongkong 17th November, 1908.

MANAGER. 336

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAYRE and COPENHAGEN	"CANTON"	20th November.
BALTIC PORTS	"SIAM"	29th November.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	29th November.
MARSEILLES, HAYRE and COPENHAGEN	"SIAM"	End of December.

For Further Particulars, apply to
Hongkong, 12th November, 1908.MELOERS & CO.,
AGENTS.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	E. Rodger	Manila	On 21st Nov., Noon.
BUBI	3540	E. W. Almond	Manila	On 28th Nov., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS

Hongkong, 16th November, 1908.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUIS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

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YOKOHAMA.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	First half of Nov.	AMOI	Second half of Nov.
TJILATJAP	JAVA	Second half of Nov.	JAVA	Second half of Nov.
TJIKINI	JAPAN	Second half of Nov.	JAVA	Second half of Nov.
TJIPANAS	JAVA	First half of Dec.	SHANGHAI	Second half of Nov.
TJIBODAS	JAPAN	First half of Dec.	JAVA	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor:
Hongkong, 6th November, 1908.

Telephone No. 375.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN" Capt. Roach	SWATOW, AMOI & FOCHOW	WEDNESDAY, 18th Nov., at Noon.
"HAICHING" Capt. Pasamore	SWATOW, AMOI & FOCHOW	FRIDAY, 20th Nov., at Noon.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 17th November, 1908.

1579

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (3,577 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanchoangta (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after October 28th, 1908).

BRANCH RAILWAY LINES:

BOULOU LINE—For Ryokun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchang), 1 hour from Tashichiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Sachiatun Junction.

ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Haien connecting with the Korean Government Railway.

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DAIREN (DALNY), PORT ARTHUR and CHANGCHUN (KWANCHINGTUN), and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

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1908

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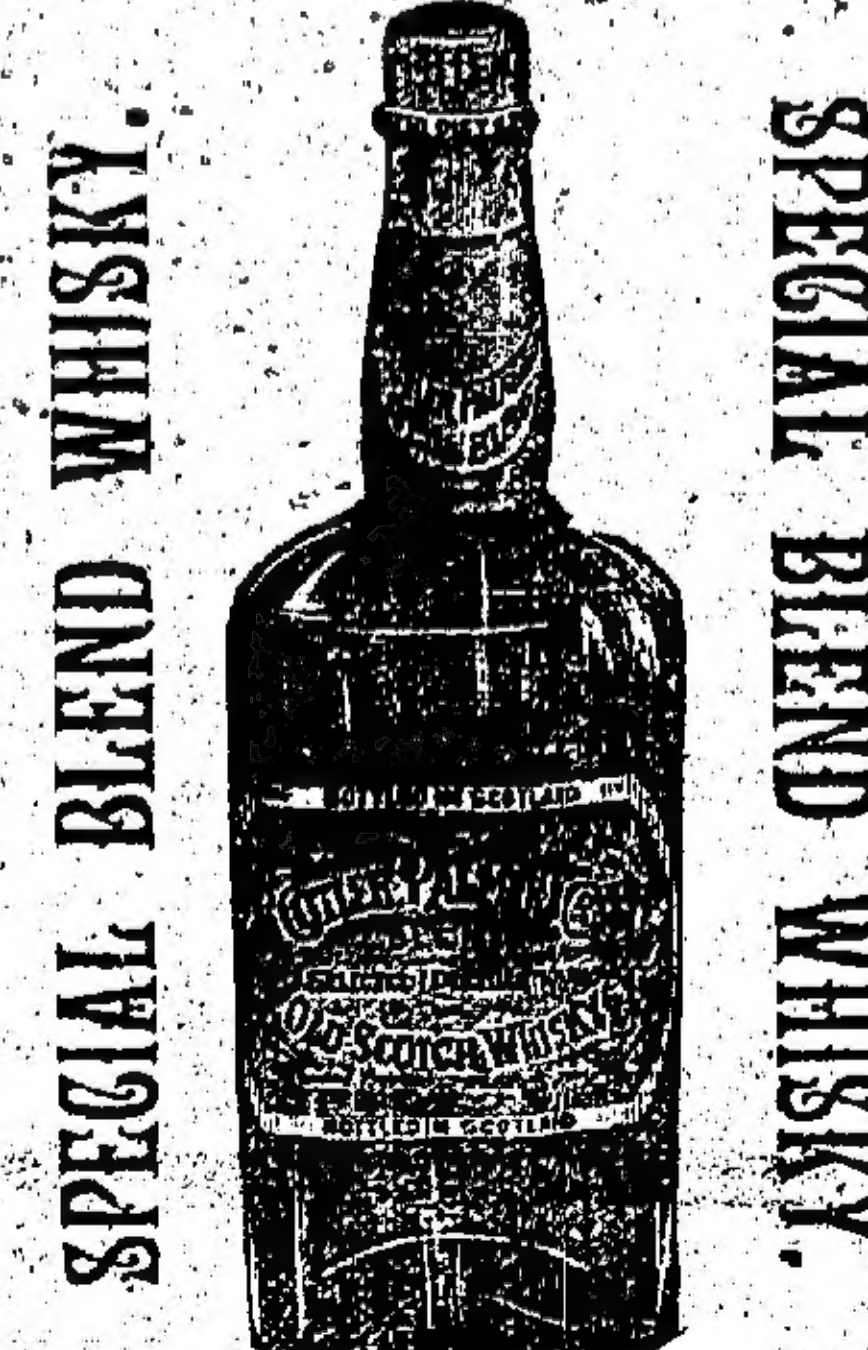
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